

FINAL Minutes of the April 23, 2015 Meeting of the Midway Noise Compatibility Commission

The regular quarterly meeting of the Midway Noise Compatibility Commission (MNCC) was held April 23, 2015, at The Mayfield, 6072 South Archer Avenue, Chicago, Illinois.

Chairman Thomas Baliga called the meeting to order at 6:30 p.m.

Chairman Baliga opened the meeting by explaining that the MNCC meeting was held pursuant to the Illinois Open Meetings Act.

Chairman Baliga asked Marcie Vasta, a representative for the Chicago Department of Aviation, to record the minutes.

The following members were **present**:

Jerry Ponio – Bedford Park (*Representing Mayor David Brady*)
Norma Pinion – Bridgeview (*Representing Mayor Steve Landek*)
Mayor Harry Klein – Burbank
Tom Sheahan – Lyons (*Representing Mayor Christopher Getty*)
Jim Lazansky – Stickney (*Representing Mayor Deborah Morelli*)
Nance Dulaj – Chicago Ward 13
Kenneth Pannaralla – Chicago Ward 13
Stan Lihosit – Chicago Ward 14
Thomas Baliga – Chicago Ward 23
Christopher Koczwara – Chicago Ward 23

The following members were **not present**:

Mayor Larry Dominick – Cicero
Mayor Richard Grenvich – Forest View
Chet Strzelczyk – Summit (*Representing Mayor Joseph Strzelczyk*)
Frank Damato – Cook County (*Representing Board President Toni Preckwinkle*)
Gail Conwell – Chicago Ward 13
Samuel Rivers – Chicago Ward 15
Joseph Loduca – Chicago Ward 23
Michael Boland – Chicago Department of Aviation

Also present:

Aaron Frame, Assistant Commissioner – Chicago Department of Aviation
Forest Lombaer, Chief Assistant Corporation Counsel – Chicago Department of Law
Jeffrey Jackson, Senior Managing Consultant – Landrum & Brown
Marcie Vasta, Administrative Assistant – Residential Sound Insulation Program

Quorum was met with 10 of the 18 members present.

FINAL Minutes of the April 23, 2015, Meeting of the Midway Noise Compatibility Commission

APPROVAL OF MINUTES

A. January 22, 2015 Meeting Minutes

Chairman Baliga asked if there were any changes to the January 22, 2015 meeting minutes. There were no changes and a motion to approve was made by Mr. Lazansky and seconded by Mr. Sheahan and Ms. Dulaj. The motion passed.

CHICAGO DEPARTMENT OF AVIATION (“CDA”) REPORT

A. Presentation: 1st Quarter 2015 Airport Noise Management System (“ANMS”) Report

Mr. Frame asked Mr. Jackson of Landrum & Brown to present the 1st Quarter 2015 Airport Noise Management System Report.

Mr. Jackson pointed out that the Midway Noise Management webpage, indicated on the cover page of the ANMS Report, also contains all of the following report. He then provided a brief overview of the information contained in the report and proceeded with the details.

Runway Use Report

In the 1st quarter the most used departure runway, departing to the northwest, was 31C with 46% of all departures for all hours. 31C was also the most used arrival runway coming in from the southeast with 49%.

January – Winds were from the west in both January and February. About 46% of departures moved to the east. The most used departure runway was 31C with 46%, followed by 22R/22L with 37%, 04L/04R with 16% and 13C with 1%.

The most used arrival runway was 31C with 48% coming in from the southeast, followed by 22R/22L with 28%, 04L/04R with 24% and 13C with 0%.

February – The most used departure runway was 31C with 53%, followed by 22R/22L with 30%, 04L/04R with 16% and 2% on 13C.

The most used arrival runway was 31C with 55%, followed by 04L/04R with 24%, 22R/22L with 20% and 13C with 1%.

March – More winds are coming in from the east. The most used departure runway was 31C with 41%, then 22R/22L with 31%, 04L/04R with 27% and 13C with 1%.

The most used arrival runway was 31C with 44%, followed by 04L/04R with 36%, then 22R/22L with 18% and 13C with 2%.

Airline Fleet Mix Report

There was an average of 575 operations per day with 55 of those occurring at night. Southwest Airlines had the highest operations with an average of 401 per day, with 42 of those occurring at night.

FINAL Minutes of the April 23, 2015, Meeting of the Midway Noise Compatibility Commission

The B737, used almost exclusively by Southwest, was the most used aircraft with an average of 402 operations per day. General Aviation followed with 124 operations per day, 5 of which were helicopters.

Ms. Pinion asked if the type of plane Porter is using could affect the noise level. Mr. Jackson responded that they are turboprop planes and would not have a significant impact. He also stated that the Fly Quiet letter was sent to all of the airlines listed.

Permanent Noise Monitor Locations

The report indicates the addresses of the 12 noise monitor locations near the airport as reflected in relation to the Midway 2018 Noise Contour. The report shows the results for January 2015 through March 2015 with quarterly breakdowns and a 12 month rolling average. The 1st quarter 2015 results are compared to those of the 1st quarter of 2014.

At the request of the Commission, this report now indicates the ward boundaries.

Chairman Baliga asked what accounts for the significant increase in noise level to 71.9 at the Site 304 location. Mr. Jackson responded that two contributing factors may be the increase in departures to the southwest on 22L/22R and also the 31C departures turning down south of the airport. Mr. Jackson stated that further investigation will be needed. He will report the results back to the Commission.

Noise Hotline Report

There were 2,277 total complaints for the 1st quarter. Of the 1,509 from Chicago, 990 came from one address. 314 of the 320 complaints from Burbank also came from a single address. 70 of the total complaints were nighttime. The report gives a breakdown from 18 communities and also includes a breakdown by Chicago neighborhoods.

Chairman Baliga commented that the high volume of complaints coming in from single addresses distorts the accuracy of the report. Mr. Frame stated that he would take that issue under advisement and report back to the Commission.

Mr. Jackson discussed the following additional handouts.

B. Typical Aircraft Noise Event

The aircraft represented is the most common, which is the B737-700, arriving on 31C which is the most used runway. The report indicates what happens as one plane flies over 2 noise monitors, Sites 308 and 303. The graphic indicates the times of the peak noise events, the noise levels, and the altitude at which the plane is flying at the time. As the altitude decreases there is an increase in noise.

FINAL Minutes of the April 23, 2015, Meeting of the Midway Noise Compatibility Commission

C. Midway Aircraft Noise Comparison (2014 operations)

Information is ranked by the average daily operations per day which is the most used aircraft, and by the footprint area which is ranked by the loudest to the quietest aircraft. The blue noise contour represents the commercial aircraft activity and the orange represents the general aviation activity. The exhibit indicates the noise level at various distances from the airport. The integrated noise model is created by the FAA.

The most used aircraft is the B737-700 with 314.5 operations per day which is 46.3% of total aircraft operations at Midway. The noise footprint/impact area is 23.2 square miles at the peak point.

This is followed by the B737-800 which comprises 84.9 operations per day which is 12.5% of the total but has the greater noise footprint at 28.8 square miles. The B737's comprise the bulk of the aircraft at Midway and the majority flown by Southwest Airlines. All of the aforementioned aircraft are Stage 3.

Chairman Baliga asked about Stage 4 aircraft and Mr. Jackson responded that many of the current aircraft are Stage 4 and any new aircraft purchased must meet Stage 4 requirements. He also noted that there is no Stage 3 phase out.

D. Status of New Permanent Noise Monitor

Work has begun on the installation of the new noise monitor located on Albany north of 40th Street. Mr. Frame anticipates completion of Site 314 before the next quarterly meeting. Mr. Jackson stated that Site 314 is being located in Ward 12 and will be on the flight path coming in from the northeast over Bridgeport.

Mr. Lihosit asked how high the aircraft are when flying over Bridgeport. Mr. Frame stated that they are at an approximate altitude of 1500 to 2000 feet. He will provide the Commission with the exact numbers once they are confirmed.

E. Status of Long-Term Portable Noise Monitors

Mr. Frame noted that they have encountered some logistical issues with the Park District concerning the first of the two portable monitors being installed. The southeast side location chosen may have to be reconsidered. He will provide the members with an update early next week. He will also contact Mayor Klein for his input in deciding which of the Burbank locations should be considered for the placement of the second monitor.

F. Commission letter to the Midway Air Carriers regarding the Fly Quiet Program

A letter, signed by Chairman Baliga, along with a copy of the latest version of the Fly Quiet Program Manual, was sent out on behalf of the Commission to the six larger airlines at Midway. The letters were sent as a reminder of their commitment to the Midway Fly Quiet Program. This program includes the Voluntary Air Carrier Nighttime Curfew which is implemented at Midway between the hours of 12 a.m. and 6 a.m.

FINAL Minutes of the April 23, 2015, Meeting of the Midway Noise Compatibility Commission

G. FACT SHEET – RSIP at Midway International Airport

The Fact Sheet has been updated and reformatted. It covers the background of the program stating the number of homes (8,000) that have been sound insulated. It states that the purpose is to reduce the effects of aircraft noise inside the homes within the contour. The requirements for eligibility are broken down. It also explains how funding is provided.

There is a graphic showing the noise contour indicating homes completed and those that are eligible. Additionally there is a table showing the locations of the properties and when they were completed.

The final topic is types of insulation along with pre-construction, construction and post-construction activities.

Mr. Frame stated that the fact sheet will soon be available on the CDA FlyChicago website.

CHAIR'S REPORT

A. Residential Sound Insulation Sub-Committee Report

Mr. Lihosit presented the Residential Sound Insulation Sub-Committee Report (see attached).

Mr. Lihosit asked why multi-unit buildings do not require an inspection. Mr. Frame responded that most multi-unit buildings are already zoned as such and therefore in compliance. If the RSIP inspector finds that a building is questionable, that property is referred to the Department of Buildings for its inspection and determination of code compliance.

NEW BUSINESS

- A. Chairman Baliga asked about the status of determining the location of the majority of the declines. Mr. Frame responded that he will follow up with that information. Mr. Frame also informed Chairman Baliga that he had a preliminary discussion of the current noise issues with the FAA and no conclusions have been drawn yet.

Chairman Baliga asked if there were any further questions or new business requiring further discussion. With none, a motion to adjourn was made by Ms. Pinion and seconded by Mr. Lihosit. The motion passed.

MEETING ADJOURNMENT

Chairman Baliga adjourned the meeting at 7:28 p.m. and informed those present that the next meeting of the Midway Noise Compatibility Commission will be held on Thursday, July 23, 2015 at 6:30 p.m. at The Mayfield, Chicago.

**Chicago Midway International Airport
Residential Sound Insulation Program
Sub-Committee Report
As of April 23, 2015**

For Phase 15,

- All addresses in the Midway 2018 Noise Contour have been invited to participate in the Program and all Homeowner Briefings are complete.
- There are currently 2,119 dwelling units enrolled in the Program.
- Follow-up letters have been sent to homes that the owners did not attend the briefings to which they were invited.
- Property inspections have been conducted on 99% of the dwelling units enrolled in the Program.
- Home inventories have been completed on 91% of the dwelling units enrolled in the Program.
- The first 500-home construction contract was issued a Notice to Proceed on January 21, 2015. Field measurements are in progress.
- The second 500-home construction contract was issued a Notice to Proceed on April 6, 2015. For this contract, field measurements will commence within the next month.
- Three 400-home construction bid packages were advertised. The City is reviewing the bids.